ARIZONA DEPARTMENT OF TRANSPORTATION - INTERMODAL DIVISION
Construction Inspection Quantlist
Surface Treatments and Pavements - Division IV PCCP (Crack Repair)

Tracs Number:		Beg. Sta.:	
Reviewer:		End Sta.:	
Author:	Construction Operation	Lane #:	
Version:	02022006	Direction:	
Subcontractor:		Supervisor:	
Type:		Date:	

Conforming	Attributes	
Y☐N☐N/A☐	1. Longitudinal cracks in PCCP that are less than 12 inches from a longitudinal joint, are repaired by the routing and sealing method.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	2. Longitudinal cracks in PCCP that are more than 54 inches from a longitudinal joint, are repaired by the routing and sealing method.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	3. When routing and sealing is required, the routing machine closely follows the path of the crack without spalling or damaging the concrete.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	4. When routing and sealing is required, the top of the crack is routed with an approved routing machine to the specified depth (3/4 inch minimum).	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	5. When routing and sealing is required, the top of the crack is routed with an approved routing machine to the specified width (3/8 inch to 5/8 inch).	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	6. When routing and sealing is required, all loose concrete is removed, the crack is thoroughly cleaned and sealed with an approved gray silicone sealant.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	7. Transverse cracks in PCCP with dowel assemblies are repaired by the epoxy-injection method after any immediately adjacent uncracked joints are deepened to 1/2 inch above the dowels.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	8. When epoxy-injection is specified, the crack is pressure injected with an approved gray epoxy.	Std. Spec.
4	Comments:	401-4.03

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Y☐N☐N/A☐	9. Pressure epoxy-injection is done between the hours of 11:00 PM and 7:00 AM.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	10. When a transverse crack in PCCP without dowel assemblies crosses or terminates in a transverse contraction joint, the uncracked portion of the contraction joint is filled with an approved gray epoxy.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	11. When a transverse crack in PCCP without dowel assemblies crosses or terminates in a transverse contraction joint, the crack is repaired by the routing and sealing method.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	12. When a transverse crack in PCCP without dowel assemblies parallels and is within five feet of an uncracked contraction joint, the uncracked joint is cleaned and filled with an approved gray epoxy.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	13. When a transverse crack in PCCP without dowel assemblies parallels and is within five feet of an uncracked contraction joint, the crack is repaired by the routing and sealing method.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	14. When a transverse crack in PCCP without dowel assemblies is more than five feet from a transverse joint, the joint is resawed and sealed as originally specified.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	15. When a transverse crack in PCCP without dowel assemblies is more than five feet from a transverse joint, the crack is repaired by the routing and sealing method.	Std. Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	16. Cracks occurring within the wheel paths are considered unrepairable and the pavement is removed and replaced.	Std. Spec.
4	Comments:	401-4.03(B)(2)(c)
Y☐N☐N/A☐	17. Pavement slabs containing a single diagonal crack intersecting the transverse and longitudinal joints within 1/3 of the width and length of the slab from the corner are repaired by removing and replacing the smaller portion of the slab.	Std. Spec.
4	Comments:	401-4.03(C)
Y☐N☐N/A☐	18. Pavement slabs containing multiple cracks through the full depth of the slab, separating the slab into three or more parts, are entirely removed and replaced as directed by the Engineer.	Std. Spec.
4	Comments:	401-4.03(C)

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Y☐N☐N/A☐	19. After removal of the cracked pavement, dowel bars were placed by drilling and anchoring at approximately mid-depth in the existing concrete pavement using an approved epoxy.	Std. Spec.
4	Comments:	401-4.03(C)
Y☐N☐N/A☐	20. Dowel bars placed in longitudinal construction joints are 24 inches long, epoxy coated, 5/8 inch diameter smooth dowels spaced at 30 inches center-to-center.	Stored Spec.
4	Comments:	401-4.03(C)
Y☐N☐N/A☐	21. Dowel bars placed in transverse construction joints are 24 inches long, epoxy coated, 1-1/2 inch diameter smooth dowels spaced at 12 inches center-to-center.	Stored Spec.
4	Comments:	401-4.03(C)
Y☐N☐N/A☐	22. Dowel bars placed in construction joints which coincide with existing TWP joints are 24" epoxy coated 1-1/2" diameter smooth dowels placed at distances of 6, 24, 42, 90,117 & 135" from adjacent longitudinal joint nearest the outside shoulder.	Stored Spec.
4	Comments:	401-4.03
Y☐N☐N/A☐	23. The pavement crack survey was conducted on cleaned pavement within 28 days after concrete placement and prior to acceptance of work.	Std. Spec.
4	Comments:	401-4.03(A)
Y☐N☐N/A☐	24. Cracks observed later than 28 days after concrete placement and prior to final acceptance of work are repaired by the contractor as specified and costs are shared equally by contractor and ADOT.	Std. Spec.
4	Comments:	401-4.03(A)
Y☐N☐N/A☐	25. Other. _	None
0	Comments:	

Initial Non-Conforming Parity Value	0
Initial Number of non-conforming attributes	0
Initial Conformance=(Sum yes's/Sum yes's+Sum no's)*100	0
Final Non-Conforming Parity Value	0
Final Number of non-conforming attributes	0
Final Conformance=(Sum yes's/Sum yes's+Sum no's)*100	0